



Time Table

No. 58.

In effect May 14, 1911.

NORTH BOUND.
No. 332—Evansville Accommodation..... 5:40 a.m.
No. 302—Evansville—Mattoon Express..... 11:25 a.m.
No. 340 Princeton mixed..... 4:15 p.m.

SOUTH BOUND.
No. 341—Hopkinsville mixed..... 10:00 a.m.
No. 321—Evansville—Hopkinsville mail..... 3:56 p.m.
No. 301—Evansville—Hopkinsville Express..... 6:40 p.m.

Train No. 332 connects at Princeton for Paducah, St. Louis and Washington, also runs through to Evansville.
Train No. 302 connects at Princeton for Louisville, Cincinnati, Washington and all points East, also runs through to Evansville.
Trains No. 340 and 341, local trains between Hopkinsville and Princeton.
T. L. MORROW, Agent.

Tennessee Central

Time Table No. 3 Taking Effect

SUNDAY, Nov. 12, 1911.

EAST BOUND

No. 12 Except Sunday Leave Hopkinsville..... 6:30 a.m.
Arrive Nashville..... 9:45 a.m.
No. 16 Sunday only leave Hopkinsville..... 8:00 a.m.
Arrive Nashville..... 11:15 a.m.
No. 14 Leave Hopkinsville 4:30 p.m.
Arrive Nashville..... 7:45 p.m.

WEST BOUND

No. 11 Leave Nashville..... 8:05 a.m.
Arrive Hopkinsville 11:20 a.m.
No. 13 Leave Nashville..... 5:00 p.m.
Arrive Hopkinsville 8:15 p.m.
T. L. MORROW, Agent.

L. & N.

Time Card No. 124

Effective Sunday April 30, 1911.

TRAINS GOING SOUTH.

No. 93—C. & N. O. Lim. 11:56 p.m.
No. 51—St. L. Express 5:35 p.m.
No. 95—Dixie Flyer, 9:31 a.m.
No. 55—Hopkinsville Ac. 7:05 a.m.
No. 53—St. L. Fast Mail 5:33 a.m.

TRAINS GOING NORTH.

No. 92—C. & St. L. Lim., 5:25 a.m.
No. 52—St. Louis Express, 9:53 a.m.
No. 94—Dixie Flyer, 6:17 p.m.
No. 56—Hopkinsville Ac. 8:55 p.m.
No. 54—St. L. Fast Mail, 10:20 p.m.

Nos. 95 and 94 will make Nos. 90 and 91's stops except 94 will not stop at Mannington or Empire.

No. 52 and 54 connect at St. Louis and other points west.

No. 51 connects at Guthrie for Memphis and points as far south as Erie and for Louisville, Cincinnati and the East.

No. 53 and 55 make direct connections at Guthrie for Louisville, Cincinnati and all points north and east thereof. No. 53 and 55 also connect for Memphis and way points.

No. 92 through to Chicago and will carry passengers to point South of Evansville. No. 95 carries through sleepers to St. Louis.

No. 93 through sleepers to Atlanta, Macon, Jacksonville, St. Augustine and Tampa. No. 94 Pullman sleepers to New Orleans. Connections at Guthrie for points East and West. No. 95 will not carry local passengers for points North of Nashville.

J. C. HOOE, Agt.



Special LOW RATES.

The L. & N. announces their Winter tourists rates to the South and Southwest—Jacksonville, Tampa, Palm Beach, Pensacola and New Orleans, also to Havana, Cuba. Tickets on sale daily until April 30, limited to return until May 31, 1912.

Further information can be secured by phoning or writing,

JNO. C. HOOE, Agent

W. A. OWEN, Ticket Clerk.

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UP AGAINST SOMETHING NEW

And Now the Girl Is Wondering Whether Others Also May Have Been Caught.

"I wonder," said the girl who just had returned from a trip abroad, "if there are others as ignorant as I when I started. Everything on ship-board was new to me. I had never been further by water than down to Coney island. When the stewardess asked me the morning following the day we started if I would like a sea-water bath I chirped right up and said yes, decidedly yes. With joy I got into my slippers and robe, grabbed my sponge, my wash cloth, my towels and my soap. I climbed into the lovely greenish water and began forthwith to lather my wash cloth with my soap! Lather, did I say? Ah, woe was me! I rubbed and I scrubbed, then paused for breath and rubbed some more. Not a particle of lather appeared. Highly indignant, I finished my bath with a swash or two and stalked back to my stateroom with much offended dignity.

"Did you experience any trouble?" I asked my roommate, "with your soap when you bathed? I couldn't make the stuff lather—it's a shame for the management to furnish such poor quality." My chum howled with glee, but finally condescended to explain that soap never lathers in salt water. Am I the only one who had to learn that by experience, I wonder?"

A DIFFERENCE



The Merchant—And this new patent carbon will reduce my electric light bill?

The Agent—No; I said it would reduce the consumption of electricity.

HOW'S THIS?

Hobo antics at Washington recently under the auspices of the "army" of 13 members recall a germane incident of the Coney march upon the nation's capital 17 years ago. The highway scrapings of 1894 were encamped in an inclosure on the outskirts of Washington. On the morning of the day when the leaders were arrested on the absurd charge of walking on the grass around the capitol an idler at the entrance to the camp grounds was confronted by a grizzled negro bestriding a moth-eaten mule. He was arrayed, as to the upper part of his body, in an ancient sword. Behind the mule marched two tiny negroes, of age that might be fourteen or forty, with broomsticks at right shoulder arms.

"Halt!" said the idler. "What do you want, uncle?"

"It's jes' me and me ahmy cum to jine General Coxy."

"That's how it was then.—Manufacturers' Record.

MISS SEARS' EPIGRAM.

Miss Eleanor Sears, who is to marry Harold Vanderbilt, is not extravagant; but naturally, having no need to economize, she objects to the monotonous and irksome self-denial that economy implies.

In Boston, last winter, Miss Sears contemplated the purchase of a Bleriot monoplane equipped with a 100-horse power Gnome motor. A friend ventured to lay before her the extravagant cost of aviation, whereupon she epigrammatically replied:

"Well, I like extravagance. Economy, anyhow, is only a way of spending money without getting any fun out of it."

'T WAS EVER THUS.

"Pa, what does it mean when you say that prices fluctuate?"

"It means, my son, that they go up and down. When it's something you've got to buy, the price goes up; and when it's something you've got to sell, the price goes down."—Judge.

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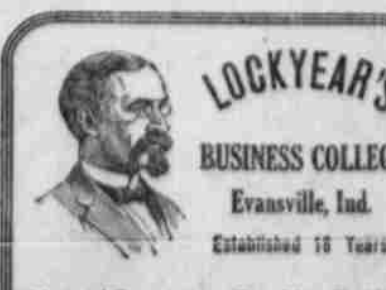
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